

Countywide Transportation Plans (CTP) Workshop #1: 6/3/2014

County Survey Responses

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
Alameda	<ul style="list-style-type: none"> Performance based project analysis 	<ul style="list-style-type: none"> Performance based evaluation of three scenarios 	<ul style="list-style-type: none"> PDA Investment & Growth Strategy, 2013 Coordination with Land Use including an Alameda County Preferred Land Use Scenario Concept Integration of land use and transportation analyses / paper Ten different RFP's for PDA planning and implementation efforts across the county 	<ul style="list-style-type: none"> Finance chapter identifying funding opportunities and issues and challenges Innovative Funding Strategies analyses / paper 	<ul style="list-style-type: none"> Projects and Programs – constrained (committed and discretionary) and vision Alameda CTC is developing a Strategic Plan/Capital Improvement Program- Programs Investment Plan (CIP-PIP) that guides medium- and short-term investment and funding decisions based on priorities from long-range plans as well as insights from performance monitoring activities 	<ul style="list-style-type: none"> Transportation Expenditure Plan 	<ul style="list-style-type: none"> Congestion Management Plan, 2011 & 2013 Transportation Demand Management and Parking Management analyses / paper Guaranteed Ride Home Program 	<ul style="list-style-type: none"> Countywide Bicycle and Pedestrian Plans, 2012 Extensive Safe Routes to Schools Program 	<ul style="list-style-type: none"> Transit sustainability analyses/paper Goods Movement related issues and best practices analyses / paper Countywide Goods Movement Plan Countywide Transit Plan Countywide Multimodal Arterial Plan 	<ul style="list-style-type: none"> The five Community Based Transportation Plans will be updated and integrated starting in Fall 2014
Contra Costa	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> PDA Investment & Growth Strategy Growth Management 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Action Plans for Routes of Regional Significance 	<ul style="list-style-type: none"> CTP sets the stage for developing an expenditure plan for a possible 	<ul style="list-style-type: none"> Congestion Management Plan 	<ul style="list-style-type: none"> Ped/Bike Plan 	<ul style="list-style-type: none"> Action Plans for Routes of Regional Significance 	<ul style="list-style-type: none">

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
			Program <ul style="list-style-type: none"> • Sustainability Study 		<ul style="list-style-type: none"> • A financially unconstrained project list • Actions, measures, programs needed to achieve objectives 	sales tax increase/extension			<ul style="list-style-type: none"> • Multimodal Transportation Service Objectives (performance measures) • Actions, measures, programs needed to achieve objectives 	
Marin	<ul style="list-style-type: none"> • Analysis of performance relative to sustainability (economic, equity and environment) 	<ul style="list-style-type: none"> • Analysis of performance relative to sustainability (economic, equity and environment) 	<ul style="list-style-type: none"> • PDA Investment & Growth Strategy • Land use impacts on transportation (Circulation elements address this in more detail) • Marin Transportation Investment Strategy (2013) – TAM’s plan for focusing funds to support PDAs and PCAs 	<ul style="list-style-type: none"> • Revenues expected, including a financial forecast (varying degrees of detail) 	<ul style="list-style-type: none"> • Local sales tax (2004) and VRF (2010) included broad public process to establish funding priorities • RTP submittal April 2011 established fund priorities after extensive and inclusive public outreach process 	<ul style="list-style-type: none"> • Measure A Strategic Plan (updated 2013) – the implementation strategy for the Measure A Sales Tax Expenditure Plan; CEQA cleared 2004) • Measure B Strategic Plan (adopted 2011) – the implementation strategy for the Measure B VRF Expenditure Plan; CEQA deferred to each program or project 	<ul style="list-style-type: none"> • Congestion Management Plan (2013) – includes all local CIP’s and features of city/town/county Circulation Elements – (No CEQA clearance, as document is a compilation of other documents cleared under CEQA) 	<ul style="list-style-type: none"> • Special needs (seniors, bikes and pedestrians, disadvantaged) • Bicycle/Pedestrian Plans (for 11 jurisdictions) – nine plans being updated over the next two years 	<ul style="list-style-type: none"> • Special needs (seniors, bikes and pedestrians, disadvantaged) • Local City/Town and County Circulation Elements - updated regularly (ALL CEQA cleared, various dates) • Marin Transit Short Range Transit Plan, updated biennially; part of TAM’s Strategic Plan for Measure A 	<ul style="list-style-type: none"> • Community-Based Transportation Plans- Canal and Marin City are complete (2006 and 2008), Novato underway, Marin City update pending • Senior Mobility Action and Implementation Plan: Strategies and Implementation Plan (2010)
Napa	<ul style="list-style-type: none"> • Performance measures responding to established goals and objectives - Performance 	<ul style="list-style-type: none"> • Economic scenario analysis 	<ul style="list-style-type: none"> • PDA Investment & Growth Strategy • Updated CWTP will include land use element – PDA/PCA 	<ul style="list-style-type: none"> • Economic forecasting including expected revenues 	<ul style="list-style-type: none"> • Updated CWTP will include a list of projects and programs identified by local jurisdictions and a 	<ul style="list-style-type: none"> • Prioritized list of projects and programs for funding specific to Measure T (road rehab/complete 	<ul style="list-style-type: none"> • Transportation Demand Management • Community Based Transportation Plan 	<ul style="list-style-type: none"> • Countywide Bike Plan was adopted in 2012 • Countywide Pedestrian Plan – NCTPA hopes to 	<ul style="list-style-type: none"> • Updated CTP will address travel behavior & mode shift (including rail discussion) • Travel Behavior 	<ul style="list-style-type: none"> • Updated CWTP will include a CBTP • Updated CWTP will address equity

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
	analysis related to projects		overview, housing, development, etc. • Updated CWTP will address climate change and other environmental concerns associated with transportation		prioritized list to be included in the RTP	streets upgrades)		kick-off pedestrian plan within the next few months to supplement the current countywide bicycle plan making it an active transportation plan	Study – underway – to be complete by July 2014 - precursor to the CWTP to help feed the plan with travel behavior data • Short Range Transit Plan – adopted in 2012 • State Route 29 Corridor Plan – underway – to be complete July 2014 • Freight mobility to be included in economic issues papers - possible freight study tbd. • Will reference city/town/county circulation elements.	
San Francisco	• Performance analysis	• Performance analysis	• PDA Investment & Growth Strategy • Land use planning/PDA Investment Strategy (prepared concurrently with SFTP development and used as an input to both needs	• Financial forecast, underway revenue paper describing challenges and trends and evaluating potential new sources	• Projects and Programs – constrained (committed and discretionary) and vision •	• Expenditure Plan (approved 2003), developed as part of first CWTP; It informed and is being shaped by the SFTP (e.g. influencing prioritization and projects proposed for funding)	• Congestion Management Program (2009, 2011, 2013) • Congestion management program (prepared separately but used as an input to SFTP needs analysis and	• Active transportation needs analysis and program list • WalkFirst Investment Strategy – Joint effort with Mayor’s Office, SFMTA, Planning Department, and other city	• Bi-County Transportation Study (2013) • Mobility, Access and Pricing Study (2010) • 19th Avenue Transit Study (2014) • Balboa Park Area Circulation Study (ongoing)	• Equity analysis • Community based transportation plans (plans are prepared outside the SFTP development scope, but are used as input to both the SFTP needs analysis and to the call for projects) • Neighborhood

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
			analysis and project / program list) <ul style="list-style-type: none"> PDA Studies/Plans: 4th and King Alternatives Analysis; M- Ocean Realignment; Bayshore Station Relocation; Ocean Ave Pedestrian and Streetscape Improvements; Embarcadero Multimodal Planning; Caltrain North Terminal Study; Market/Noe Technical Analysis – Planning Department, SFMTA, Caltrain, OCII (ongoing)				project / program list) <ul style="list-style-type: none"> Transportation Demand Management Partnership Project – Joint effort with Transportation Authority, SFMTA, Planning Department, SFEnvironment 	agencies (2014)	<ul style="list-style-type: none"> Bayshore Intermodal Station Access Study (2012) Caltrain Oakdale Station Study (ongoing) Central Freeway and Octavia Boulevard Circulation Study (2012) Geneva-Harney BRT Feasibility Study (ongoing) On-Street Parking Management and Pricing Study (2009) San Francisco Parking Supply and Utilization Study (ongoing) Transit Efficiency Project – SFMTA (2013) Better Streets Plan – Joint effort with Transportation Authority, Planning Department, SFMTA, DPW, and other city agencies (2010) Better Market 	Transportation Plans (our community based transportation plans): Broadway- Chinatown (2014), Western SoMa (2012), Bayview Hunters Point (2011), Columbus Avenue (2009)

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
									Street Planning Process – Joint effort with Transportation Authority, Planning Department, SFMTA, DPW, Mayor’s Office (ongoing)	
San Mateo	•	•	• PDA Investment & Growth Strategy, 2013 & 2014 update	• Funding and shortfalls for transportation	•	•	• Congestion Management Plan	• San Mateo County Comprehensive Bicycle and Pedestrian Plan was completed in 2011	• Modes addressed in the plan include land use, roads, bikeways, transit, high speed rail, Caltrain, BART, SamTrans, Ferries, Transportation Management Systems, pricing strategies, and pedestrian • Countywide Transportation Plan for Low- income Populations was also completed in February 2012	• CBTP for North Central San Mateo in February 2011, and the CBTP for South San Francisco / San Bruno in February 2012
Santa Clara	•	•	• PDA Investment & Growth Strategy • Discussion of new land use planning efforts being discussed by VTA • The Community	• Financial forecast of funding of the projects	• Capital project list • Implementation plans for transit improvements	• Capital project list • Bicycle Expenditure Program	• Congestion Management Plan	• Development of a pedestrian program • Countywide Bicycle Study • Bike Sharing	• Light rail efficiency programs • Highway project development • Express Lane Program	• Two community based transportation plans for the City of Milpitas and the community of Alviso

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
			Design and Transportation Update <ul style="list-style-type: none"> • Land Use and Transportation Integration Program 						development <ul style="list-style-type: none"> • Multimodal transportation improvement programs • Technology improvements • Development of a complete streets program • Light Rail Efficiency Study • Santa Clara County Express Lane Network Plan • Short Range Transit Plan • Transit Waiting Environments Capital Plan • Silicon Valley Rapid Transit Planning and Design 	in San Jose
Solano	<ul style="list-style-type: none"> • Policies to determine how to apply available funds to priority projects 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • PDA Investment & Growth Strategy • Sustainable Communities in 2013 • Working on a PCA plan, and funding 5 PDA plans for cities 	<ul style="list-style-type: none"> • Funding analysis 	<ul style="list-style-type: none"> • Policies to determine how to apply available funds to priority projects 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Congestion Management Plan • Solano Mobility Management Plan 	<ul style="list-style-type: none"> • Active Transportation element • Updated Bike and Ped plans in 2013 • Safe Routes to Schools in 2009, updated in 2013 • Safe Routes to Transit in 2012 	<ul style="list-style-type: none"> • Transit and Ridesharing, and, • Arterials, Highways and Freeways. • Corridor studies on SR 12 and SR 113 • STA has engaged in a number of transit studies, including transit 	<ul style="list-style-type: none"> • CBTPs (5) over a 3-year period

	Performance: Project Analysis	Performance: Scenario Analysis	PDA Investment & Growth / Land Use Analysis	Financial Analysis	Funding Priorities	Expenditure Plan	Congestion Management Program	Active Transportation (SR2S, bike, ped)	Modal Studies (freight, transit, freeway / corridor)	Community Based Plans / Equity
									service consolidation <ul style="list-style-type: none"> • Prior to 2009, STA adopted a corridor management plan for I-80/680/780 that still guides many of our investment decisions for the corridor 	
Sonoma	<ul style="list-style-type: none"> • Significant projects will undergo performance analysis in the 2015 update 	<ul style="list-style-type: none"> • 2009 CTP Goals will be evaluated for performance and scenarios will be modeled to provide information on the effect of the projects and policies 	<ul style="list-style-type: none"> • PDA Investment & Growth Strategy • 2015 CTP content about land use will rely on the PDA Investment & Growth Strategy • Climate Action 2020 • Station Area/PDA Planning 	•	<ul style="list-style-type: none"> • Streets and roads (including Highways) • Bicycle and pedestrian facilities • Transit (operating and capital) • Matrix of GHG reducing strategies 	<ul style="list-style-type: none"> • Measure M – Sonoma County sales tax measure is voter approved expenditure plan and source of funding for many Sonoma County projects. 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • SCTA Countywide Bicycle and Pedestrian Master Plan: May 13, 2014, Safe Routes to Schools program 	<ul style="list-style-type: none"> • Climate Action 2020 is a collaborative effort among all 9 cities and the County of Sonoma to take further actions in reducing GHG emissions community-wide and respond to the threats of climate change 	<ul style="list-style-type: none"> • Community-Based Transportation Plans: With MTCs Community-Based Transportation Planning Program Community-Based Transportation Plans • Portrait of Sonoma County: This effort is working to identify disadvantaged communities in Sonoma County

County Planning Survey Responses

Question 1: What is the status of your Countywide Transportation Plan (CTP)?

ALAMEDA COUNTY

Alameda County's Countywide Transportation Plan was developed in conjunction with the Plan Bay Area. It was adopted in June 2012 after an extensive two-year outreach and public engagement process.

CONTRA COSTA COUNTY

Last adopted 2009. Next Plan is 2014 CTP, schedule for draft in July and final in December.

MARIN COUNTY

Marin Countywide Plan, Built Environment Element/ Transportation , adopted 2007

Individual City/ Town General Plan updates are various over the last 1-3 years. General Plan Updates include a Circulation Element and updated Housing Elements

TAM's Congestion Management Plan last updated 2013, including by reference local jurisdictions' Capital Improvement Programs and Circulation Elements

NAPA COUNTY

NCTPA kicked off the CWTP update in January 2014; last plan was adopted in 2009. NCTPA is completing a Community Based Transportation Plan (CBTP) in conjunction with the CWTP; first rounds of public meetings for the CWTP have occurred; first round of public meetings for the CBTP will take place this summer (July); the plan is mostly being written in-house with provided consultant help in public outreach and material generation. The plan will be adopted in summer 2015 in time for project priorities identified in the CWTP to be included in the Regional Transportation Plan (RTP).

SAN FRANCISCO COUNTY

San Francisco Transportation Plan (SFTP) was adopted in December 2013

SAN MATEO COUNTY

We were in the middle of the update process. But the project is on hold due to lack of staff. Most recent adopted plan is dated January 2001.

SANTA CLARA COUNTY

Currently, the Valley Transportation Plan 2040 is in production, along with its companion brochure entitled Forward Shift, will be going through VTA's Committee process in July 2014 and ultimately will be adopted by the VTA Board of Directors in August 2014.

SOLANO COUNTY

The Solano CTP was adopted in 2005. STA initiated an update in 2010, and have adopted overall goals, past achievements, land use (new chapter) and the Active Transportation element.

SONOMA COUNTY

The current SCTA Comprehensive Transportation Plan (CTP) was adopted October 2009. SCTA began the 2015 CTP update earlier this year.

Question 2: What are the Key Elements of your CTP?

ALAMEDA COUNTY

- Existing and Future Conditions
- Coordination with Land Use including an Alameda County Preferred Land Use Scenario Concept
- Performance Measures
- Performance based project analysis
- Finance chapter identifying funding opportunities and issues and challenges
- Projects and Programs – constrained (committed and discretionary) and vision
- Detailed support analyses and research papers that informed the 2012 Countywide Transportation Development were –
 - A Briefing Book on existing conditions and Issues Papers on Sustainability Principles
 - Innovative Funding Strategies
 - Transit Sustainability
 - Transportation Demand Management and Parking Management
 - Goods Movement related issues and best practices
 - Integration of land use and transportation.
- Other related planning efforts completed –
 - PDA Investment and Growth Strategy (adopted in March 2013)
 - Transportation Expenditure Plan
 - Congestion Management Program and related elements (updated in 2011 and 2013)
 - Community Based Transportation Plans
 - Countywide Bicycle and Pedestrian Plans

CONTRA COSTA COUNTY

- Action Plans for Routes of Regional Significance
- A financially unconstrained project list
- Full EIR or SEIR
- Growth Management Program
- Multimodal Transportation Service Objectives (performance measures)
- Actions, measures, programs needed to achieve objectives

MARIN COUNTY

The Countywide Plan and individual city/town Circulation Elements include the following:

- Goals (an expression of community values)
- Revenues expected, including a financial forecast (varying degrees of detail)
- CEQA clearance
- Analysis of performance relative to sustainability (economic, equity and environment)
- Special needs (seniors, bikes and pedestrians, disadvantaged)
- Land use impacts on transportation (Circulation elements address this in more detail)

NAPA COUNTY

- The updated CWTP will include:
 - a CBTP, and land use element – PDA/PCA overview, housing, development, etc.;
 - the CWTP will also include a list of projects and programs identified by local jurisdictions and a prioritized list to be included in the RTP.
- Other key elements in the plan that will be touched upon are: Applicable Policies, Economy, Environment, Travel Behavior, Mode shift (including rail discussion), mobility and equity.
- We will also include a series of policy papers that will address general challenges facing transportation and will focus on challenges specific to Napa.

SAN FRANCISCO COUNTY

The 2013 SFTP includes:

- project lists [constrained and vision],
- policy recommendations to support SFTP implementation
- financial forecast [constrained and vision],
- equity analysis,
- performance analysis,
- community based transportation plans (plans are prepared outside the SFTP development scope, but are used as input to both the SFTP needs analysis and to the call for projects),
- active transportation needs analysis and program list,
- congestion management program (prepared separately but used as an input to SFTP needs analysis and project / program list), and,
- land use planning/PDA Investment Strategy (prepared concurrently with SFTP development and used as an input to both needs analysis and project / program list).

The 2013 SFTP is consistent with the Bay Area's SCS (addressing our regional GHG emission reduction targets) and includes GHG emission reduction as a performance metric.

SAN MATEO COUNTY

- The C/CAG CTP advocates policy. It is not a CIP.
- It provides information regarding the relational interaction among modes that our member agencies can use to make decisions, while recognizing the fragmented and complex decision making structures that exist.
- Overall funding and shortfalls for transportation was forecasted from 2000 to 2010.
- Auto and transit commuter trips were forecasted to 2010.
- The plan attempts to look at all transportation modes as one system and seeks to promote an optimum vs. maximum size to various parts of the system.
- Modes addressed in the plan include land use, roads, bikeways, transit, high speed rail, Caltrain, BART, SamTrans, Ferries, Transportation Management Systems, pricing strategies, and pedestrian.

SANTA CLARA COUNTY

The major elements of the plan include:

- financial forecast of funding of the projects
- capital project list
- discussion of new land use planning efforts being discussed by VTA
- implementation plans for transit improvements
- development of a pedestrian program
- light rail efficiency programs
- highway project development
- Express Lane Program development
- multimodal transportation improvement programs
- technology improvements
- development of a complete streets program.

SOLANO COUNTY

- The updated CTP will include three primary elements:
 - Active Transportation,
 - Transit and Ridesharing, and,
 - Arterials, Highways and Freeways.
- Each element has:

- a overall purpose statement and specific goals;
 - a state of the system report;
 - a gap analysis between the system and the goals;
 - funding analysis;
 - potential projects; and,
 - policies to determine how to apply available funds to priority projects.
- The 3 main elements incorporate individual plans, such as bike, ped, safe routes to schools and transit, sustainable communities and alt fuels in the Active Transportation element.

SONOMA COUNTY

- The CTP is a 25 year planning document that was created in 2001 and updated in 2004.
- The 2009 CTP was essentially a new plan, including a major policy shift to reduce greenhouse gas emissions and included an EIR.
- The purpose of the 2015 update is to
 - refresh the project lists
 - review the Goals, Objectives and Policies
 - assess progress and reach out to the public to confirm priorities
- The update also provides the opportunity to update data and integrate new technology in our analyses.
- The 2009 CTP represented a complete overhaul of nearly every element of the previous document. New Goals regarding GHG Reductions and Safety and Health joined existing Goals of Maintenance and Congestion Relief along with detailed objectives and potential strategies.
- The SCTA has preliminarily added Promote Economic Vitality as a goal for the 2015 update.
- The 2009 CTP included the following research & technical documents:
 - Greenhouse Gas Emissions Reduction White Paper;
 - Pavement Management;
 - Transportation & the Built Environment;
 - Sonoma County Travel Model Update & Analysis,
 - Planning for Safety
- The 2009 CTP included project lists for
 - streets and roads (including Highways)
 - bicycle and pedestrian facilities
 - transit (operating and capital)
 - as well as a matrix of GHG reducing strategies.
- As part of the 2015 the 2009 CTP Goals will be evaluated for performance and scenarios will be modeled to provide information on the effect of the projects and policies. Significant projects will undergo performance analysis in the 2015 update. The 2015 CTP content about land use will rely on the PDA Investment & Growth Strategy.

Question 3: What other planning efforts do you have underway / were completed since 2009?

ALAMEDA COUNTY

- Development of three countywide modal plans are underway aiming to incorporate the resulting improvement projects and programs into the next Countywide Transportation Plan. They are Countywide Goods Movement Plan, Countywide Transit Plan and Countywide Multimodal Arterial Plan.
- The five Community Based Transportation Plans will be updated and integrated starting in Fall 2014.
- Under the Sustainable Communities Strategy-Technical Assistance Program, Alameda CTC is in the process of issuing eight different RFP's for PDA planning and implementation efforts across the county.
- Countywide Bicycle and Pedestrian Plans were adopted in October 2012 and form a component of overall CTP.

- Alameda CTC is developing a Strategic Plan/Capital Improvement Program-Programs Investment Plan (CIP-PIP) that guides medium- and short-term investment and funding decisions based on priorities from long-range plans as well as insights from performance monitoring activities.

CONTRA COSTA COUNTY

- Ped/Bike Plan
- CMP
- Sustainability Study

MARIN COUNTY

- Congestion Management Plan (2013) – includes all local CIP's and features of city/town/county Circulation Elements – (No CEQA clearance, as document is a compilation of other documents cleared under CEQA).
- Local City/Town and County Circulation Elements - updated regularly (ALL CEQA cleared, various dates).
- Measure A Strategic Plan (updated 2013) – the implementation strategy for the Measure A Sales Tax Expenditure Plan; CEQA cleared 2004).
- Marin Transit Short Range Transit Plan, updated biennially; part of TAM's Strategic Plan for Measure A.
- Measure B Strategic Plan (adopted 2011) – the implementation strategy for the Measure B VRF Expenditure Plan; CEQA deferred to each program or project.
- Marin Transportation Investment Strategy (2013) – TAM's plan for focusing funds to support PDAs and PCAs.
- Bicycle/Pedestrian Plans (for 11 jurisdictions) – nine plans being updated over the next two years.
- Community-Based Transportation Plans- Canal and Marin City are complete (2006 and 2008), Novato underway, Marin City update pending.
- Senior Mobility Action and Implementation Plan: Strategies and Implementation Plan (2010).
- Local city/town/county Climate Action Plans, with goals for reducing greenhouse gas emissions.

NAPA COUNTY

Parallel plans/studies:

- Countywide Bike Plan was adopted in 2012
- Travel Behavior Study – underway – to be complete by July 2014 - precursor to the CWTP to help feed the plan with travel behavior data
- Countywide Pedestrian Plan – NCTPA hopes to kick-off pedestrian plan within the next few months to supplement the current countywide bicycle plan making it an active transportation plan.
- Short Range Transit Plan – adopted in 2012
- State Route 29 Corridor Plan – underway – to be complete July 2014

SAN FRANCISCO COUNTY

Transportation Authority-led planning efforts since 2009 are listed below, all of which are taken to our Citizens Advisory Committee (CAC) for information, input and action, as well as to our Finance and Plans and Programs committees before being sent to our Board of Supervisors. Several of the TA-led planning efforts have their project-specific Citizens Advisory Committee as indicated by (+):

- San Francisco Transportation Plan (our countywide transportation plan) (2013) (+)
- Congestion Management Program (2009, 2011, 2013)
- Bi-County Transportation Study (2013)
- Mobility, Access and Pricing Study (2010)
- Neighborhood Transportation Plans (our community based transportation plans): Broadway-Chinatown (2014), Western SoMa (2012), Bayview Hunters Point (2011), Columbus Avenue (2009)
- 19th Avenue Transit Study (2014)

- Balboa Park Area Circulation Study (2014) (+)
- Bayshore Intermodal Station Access Study (2012)
- Caltrain Oakdale Station Study (2014)
- Central Freeway and Octavia Boulevard Circulation Study (2012)
- Geneva-Harney BRT Feasibility Study (ongoing) (+)
- On-Street Parking Management and Pricing Study (2009)
- San Francisco Parking Supply and Utilization Study (ongoing)
- Strategic Analysis Report on Local and Regional Bike Sharing Organizational Models (2014)
- Strategic Analysis Report on The Role of Shuttle Services in San Francisco's Transportation System (2011)
- Strategic Analysis Report on Transportation Options for a Better Market Street (2011)
- 2013 Prop K Strategic Plan Baseline (2013)
- 2014 Prop K Strategic Plan and 5-Year Prioritization Program Update (anticipated July 2014)

Other agencies' efforts we have been involved with since 2009:

- PDA Studies/Plans:
 - 4th and King Alternatives Analysis;
 - M-Ocean Realignment; Bayshore Station Relocation;
 - Ocean Ave Pedestrian and Streetscape Improvements;
 - Embarcadero Multimodal Planning;
 - Caltrain North Terminal Study;
 - Market/Noe Technical Analysis – Planning Department, SFMTA, Caltrain, OCII (ongoing)
- Transit Efficiency Project – SFMTA (2013)
- WalkFirst Investment Strategy – Joint effort with Mayor's Office, SFMTA, Planning Department, and other city agencies (2014)
- Better Streets Plan – Joint effort with Transportation Authority, Planning Department, SFMTA, DPW, and other city agencies (2010)
- Better Market Street Planning Process – Joint effort with Transportation Authority, Planning Department, SFMTA, DPW, Mayor's Office (ongoing)
- Transportation Demand Management Partnership Project – Joint effort with Transportation Authority, SFMTA, Planning Department, SFEnvironment (ongoing)
- BART Embarcadero and Montgomery Station Capacity Study (ongoing)

SAN MATEO COUNTY

- In 2009 a plan to update the CTP was initiated, but lead staff left the agency and the project is on hold at this time.
- C/CAG completed a CBTP for North Central San Mateo in February 2011, and the CBTP for South San Francisco / San Bruno in February 2012. In addition a Countywide Transportation Plan for Low-income Populations was also completed in February 2012. All CBTP projects are reflections of extensive community outreach.
- The San Mateo County Comprehensive Bicycle and Pedestrian Plan was completed in 2011. It had gone through extensive outreach to stakeholders including agencies as well as advocacy groups.
- C/CAG has also completed the first San Mateo County PDA Investment and Growth Strategy in 2013, and its update in 2014. It was developed through a collaborative process with transportation, housing, and local agencies in the county.

SANTA CLARA

- Since 2009, the VTA has completed two community based transportation plans for the City of Milpitas and the community of Alviso in San Jose.
- The VTA also has developed such plans as:
 - Light Rail Efficiency Study
 - PDA Investment and Growth Strategy

- Santa Clara County Express Lane Network Plan
- Bicycle Expenditure Program
- Countywide Bicycle Study
- The Community Design and Transportation Update
- Land Use and Transportation Integration Program
- Short Range Transit Plan,
- Transit Waiting Environments Capital Plan
- Silicon Valley Rapid Transit Planning and Design
- Bike Sharing.

SOLANO COUNTY

- Corridor studies on SR 12 and SR 113.
- Updated Bike and Ped plans in 2013.
- Sustainable Communities in 2013.
- Safe Routes to Schools in 2009, updated in 2013. Safe Routes to Transit in 2012.
- Alt Fuels in 2014.
- CBTPs (5) over a 3-year period.
- STA has engaged in a number of transit studies, including transit service consolidation and the Solano Mobility Management Plan.
- Prior to 2009, STA adopted a corridor management plan for I-80/680/780 that still guides many of our investment decisions for the corridor.

SONOMA COUNTY

- Climate Action 2020: Climate Action 2020 is a collaborative effort among all 9 cities and the County of Sonoma to take further actions in reducing GHG emissions community-wide and respond to the threats of climate change. RCPA is working with communities to develop a comprehensive and detailed plan for each jurisdiction that will identify measures to reduce GHGs from sources including building energy (electricity and natural gas), transportation, water use and transport, waste, wastewater and agriculture. This detailed plan is called a Community Climate Action Plan, and known locally as Climate Action 2020. http://sctainfo.org/climate_action_2020.htm
- SCTA Countywide Bicycle and Pedestrian Master Plan: May 12, 2014 the SCTA adopted the updated SCTA Countywide Bicycle and Pedestrian Master Plan that includes every city and the County. SCTA adopted the first Countywide Bicycle Plan in 2003. The plan that followed was adopted in 2008, and established a comprehensive, collaborative approach to countywide bicycle and pedestrian planning. The County vision, goal and objectives were reviewed and remain the same with inclusion of discussion of “complete streets.” The Plan is available at http://sctainfo.org/Bike_Main_files/index.htm.
- Priority Development Area Investment and Growth Strategy: This report provides a look at place types in Sonoma County that were developed with the regional land-use blueprint plan lead by ABAG and MTC to support voluntary, incentive-based efforts to direct development toward a more compact land use pattern for the Bay Area. Jurisdictions in Sonoma County have identified twelve Priority Development Areas (PDAs), six Rural Community Investment Areas (RIAs) and one Employment Investment Area. Recognizing the value of conserving the region’s most significant resource lands there are eighteen Priority Conservation Areas (PCAs) in the County as well. For more information, visit: <http://sctainfo.org/reports.asp>
- Station Area/PDA Planning: Almost every jurisdiction with a SMART station or PDA has developed a plan that addresses planning elements such as traffic circulation, community engagement, housing types, as well as implementation and financing strategies. For more information visit: http://www.mtc.ca.gov/planning/smart_growth/#stations.
- Community-Based Transportation Plans: With MTCs Community-Based Transportation Planning Program, the SCTA engaged in a collaborative planning process that involves residents in low-income communities, community- and faith-based organizations that serve them, transit operators, and

transportation agencies. The SCTA produced four CBTPs in the following locations: Roseland in Santa Rosa, The Springs in Sonoma Valley, The River Area, including Monte Rio and Guerneville, and the west end of Healdsburg that is home to predominantly migrant laborers. These communities set priorities and evaluated options for filling transportation gaps. These plans are available at <http://sctainfo.org/reports.asp>

- Portrait of Sonoma County: This effort is working to identify disadvantaged communities in Sonoma County at a census block level. Portrait results will allow the SCTA/RCPA to target disadvantaged communities in Sonoma County with outreach and prioritize implementation actions in the communities that have greatest need. www.measureofamerica.org
- Healthy Communities Training/Healthy By Design 2.0: This effort is a collaborative with the Permit Resource Management Department, Health Services and Sonoma State University to implement broad sustainable strategies to reduce health disparities and expand clinical and community preventive services, with an emphasis on healthy communities.

Question 4: How does your countywide plan help you prepare for upcoming regional transportation plans / sustainable communities strategies?

ALAMEDA COUNTY

Alameda CTC's Countywide Transportation Plan is typically updated in coordination with the Regional Transportation Plan/Sustainable Communities Strategy and completed in a timeframe that allows for direct input into the RTP. Therefore, the next update to the Countywide Transportation Plan also will coordinate with and inform the RTP/SCS process as it did in the Plan Bay Area development in 2012/13.

CONTRA COSTA COUNTY

It creates the "universe" of projects from which to select our investment choices, and helps us to prioritize our transportation investments. It also sets the stage for developing an expenditure plan for a possible sales tax increase/extension.

MARIN COUNTY

The goals, policies, programs and resource analysis done in our various individual plans inform our input into the RTP and SCS. Done in considerable detail, these planning efforts include the transit operators' Short Range Transit Plans, the Marin County Countywide Plan, the detailed local Circulation Elements and the Housing Elements, the CMP, and the individual mobility plans, such as the Senior Mobility, Bike/Pedestrian, and Community Based plans.

NAPA COUNTY

The CWTP helps prepare the jurisdictions for the RTP and call for projects by identifying project and program priorities; as funding opportunities present themselves the CWTP will provide the jurisdictions and NCTPA guidance on how to best fit project priorities to available funds. The CBTP will also help identify needs within Napa's Community of Concerns (COCs) to improve mobility and access for low income and disabled communities.

SAN FRANCISCO COUNTY

For Plan Bay Area, we issued a joint public and agency call for projects to inform the project lists for the SCS and SFTP processes. We performed extensive public outreach to solicit projects for both the SCS and SFTP. For the next SCS update, we will use the adopted SFTP as the basis for our project list submission, to be additionally informed by other ongoing and upcoming planning efforts such as the freeway performance initiative, transit core capacity study, and neighborhood transportation improvement program (see above) and a new SCS-focused public outreach process.

SAN MATEO COUNTY

It continues to provide policy direction.

SANTA CLARA COUNTY

The countywide plan is important in determining the development of various future transportation improvements. The programs highlighted in the transportation plan, such as bike sharing, land use transportation integration, and proactive congestion management, are a direct result of being included in the countywide long range transportation plan.

SOLANO COUNTY

The RTP and Solano CTP are iterative. The CTP includes policies and directions from the RTP as well as local priorities; Projects nominated by STA for inclusion in the RTP are priority projects listed in the CTP, and OBAG funding (as well as other funding) is provided to CTP priority projects or programs.

SONOMA COUNTY

The CTP outlines the Goals, Objectives and Policies that guide decision making, especially as it relates to planning documents and serves as guidance for participation in the Regional Transportation Plan/Sustainable Communities Strategies. Being listed in the CTP may make a project eligible for funding. The process of developing a CTP promotes discussion of relevant issues and coalesces in progressive decision making, that analyzes policies and their impacts.

Question 5: What other planning and/or community engagement efforts led by your agency would you like to highlight?

ALAMEDA COUNTY

- For the 2012 CWTP, Alameda CTC did extensive outreach throughout Alameda County and conducted all the outreach in compliance with Title VI. We had three established committees working on the development of the plan, including: Steering Committee – 13 elected officials; Community Advisory Working Group– 27 members; Technical Advisory Working Group – 58 participants. We conducted extensive outreach throughout the County including over 40 public meetings specifically on CWTP- Transportation Expenditure Plan development and 2 public opinion polls
- As part of the development of the three countywide modal plans, Alameda CTC will implement strategic and coordinated outreach activities to engage the communities and local jurisdictions to obtain effective input into the plan development process and to comply with the Title VI requirements. Also, the upcoming reauthorization of the Transportation Measure for the Transportation Expenditure Plan will have extensive outreach activities across the county.
- In addition, through Alameda CTC's Community Advisory Committees - Bicycle and Pedestrian Advisory Committee, Paratransit Advisory and Planning Committee and Citizens Watchdog Committee – continued community input into our Planning, Programming and Funding activities are received.

CONTRA COSTA COUNTY

We have a comprehensive public outreach program.

MARIN COUNTY

- Beginning in 2006, TAM has engaged in strategic planning processes that have informed its activities. The 2006 strategic planning effort, with heavy engagement with TAM stakeholders, helped to define key directives TAM took as the new CMA and Sales Tax Authority, including attention to the needs of Seniors, needs of pedestrians and bicyclists, and goals addressing climate change.

- In 2009, TAM held a Climate Change workshop with a “Yogi Berra perspective.” The workshop brought Board members up to speed on transportation projects and programs, as well as defined needs for the future. TAM captured the results from that workshop and used them to define its 2010 Expenditure Plan for the \$10 Vehicle Registration Fee in Marin. The fee was passed by voters in November 2010, with key programs and projects successfully implemented since that time.
- TAM was a member of the Marin Transportation Equity group through 2014 (when the group ceased meeting).
- TAM held several study sessions and workshops related to the draft 2013 RTP and accompanying SCS and OBAG.
- TAM is planning a countywide workshop about transportation for September 2014.

NAPA COUNTY

SAN FRANCISCO COUNTY

The Transportation Authority hosts the MyStreetSF platform – an interactive map where projects can be understood spatially, by expected completion date, by project sponsor, funding source or project type (e.g. Transit Rehab, Street Repair, Bicycle, etc.). Proposed projects included in the 2014 Prop K 5-Year Prioritization Programs are also shown here to the community as was done for proposed OBAG projects.

In addition, the Neighborhood Transportation Improvement Program (NTIP) was developed as part of the SFTP Early Action program which identified unmet needs at the local level regarding transit, safety and active transportation. The NTIP is designed to strengthen project pipelines and community capacity, especially in areas with Communities of Concern (COC) and high unmet needs, to provide input into the transportation planning process through capital and planning grants funded through Prop K funds. The 2014 Prop K 5YPP update is programming funds for NTIP planning in each supervisorial district and for local match for capital projects resulting from these efforts.

SAN MATEO COUNTY

Not sure what this question is about. C/CAG has performed numerous planning efforts which have included an appropriate level of public outreach. CBTPS were essentially outreach/ community engagement projects. Outreach was performed for OBAG, STIP, and RTP development. ALUCP and countywide bike plans have their own outreach process. The Grand Boulevard Initiative is a continuous planning process that engages all jurisdictions along the corridor as well as numerous interested groups to develop visions and implementation strategies to promote sustainable communities and linking transportation with land use.

SANTA CLARA

VTa has begun to have quarterly meetings with community advocates in an ongoing effort to keep local groups informed about VTA’s planning activities.

SOLANO COUNTY

Working on a PCA plan, and funding 5 PDA plans for cities. Operate citizen advisory committees for transit, paratransit, seniors and people with disabilities, bicycle and pedestrian transportation, all of which help identify program/project priorities.

SONOMA COUNTY

The RCPA, sister agency to the SCTA is involved in research, collaboration and implementation of climate protection goals, well beyond traditional transportation objectives. Both agencies are directed by the same Board in the same meeting, so the overlap of concepts is in constant play. The SCTA/RCPA Board is sophisticated in its approach to the complexities of goals and routinely assesses tradeoffs, costs and benefits.

Because of the RCPA the Board is also engaged in implementation at the household level on issues like energy efficiency. Discussion of equity and access is a regular part of decision making.